



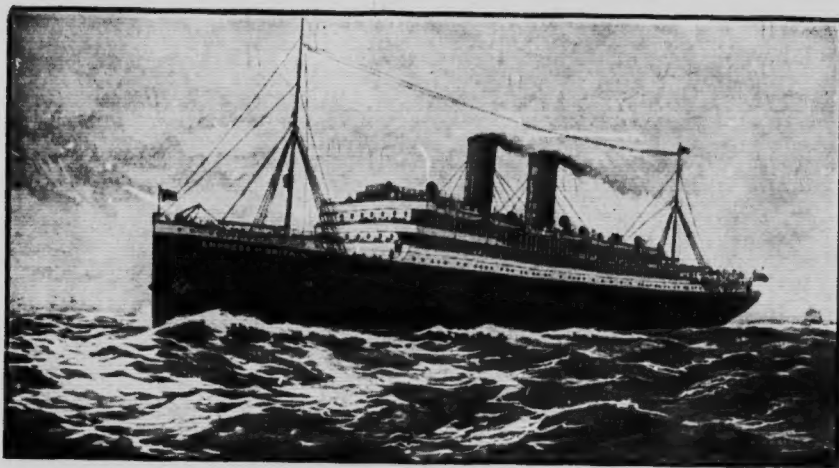
Montreal



Canadian Pacific Railway Co.

ATLANTIC SERVICE

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MONTREAL

**THE CANADIAN METROPOLIS
AND ITS MANY ATTRACTIONS**



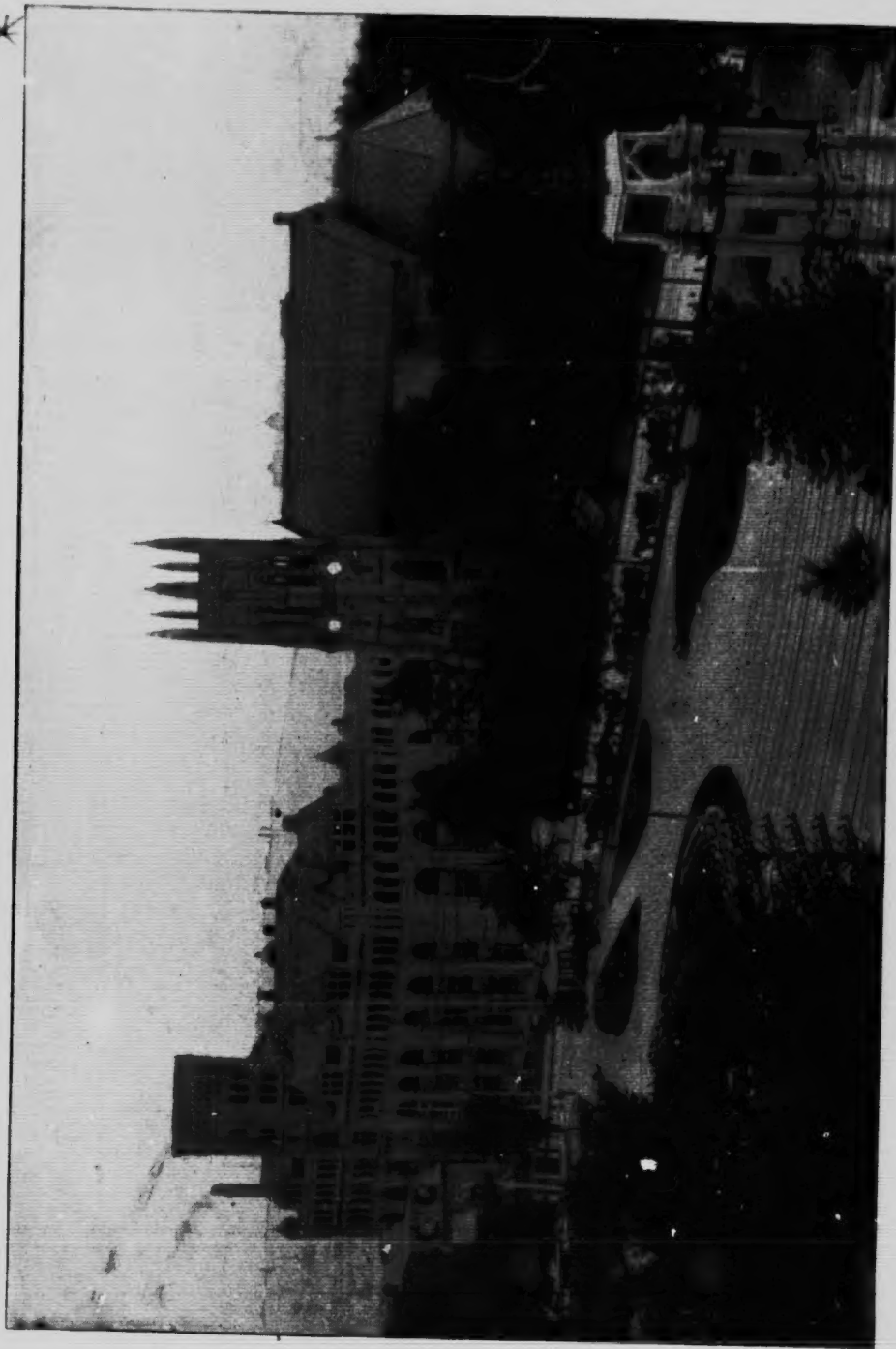
**MONUMENT TO THE STRATHCONA HORSE
IN DOMINION SQUARE, MONTREAL**

**Issued by the
Canadian Pacific Railway Company**

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Dominion Square, Montreal
Showing Canadian Pacific Windsor Street Station

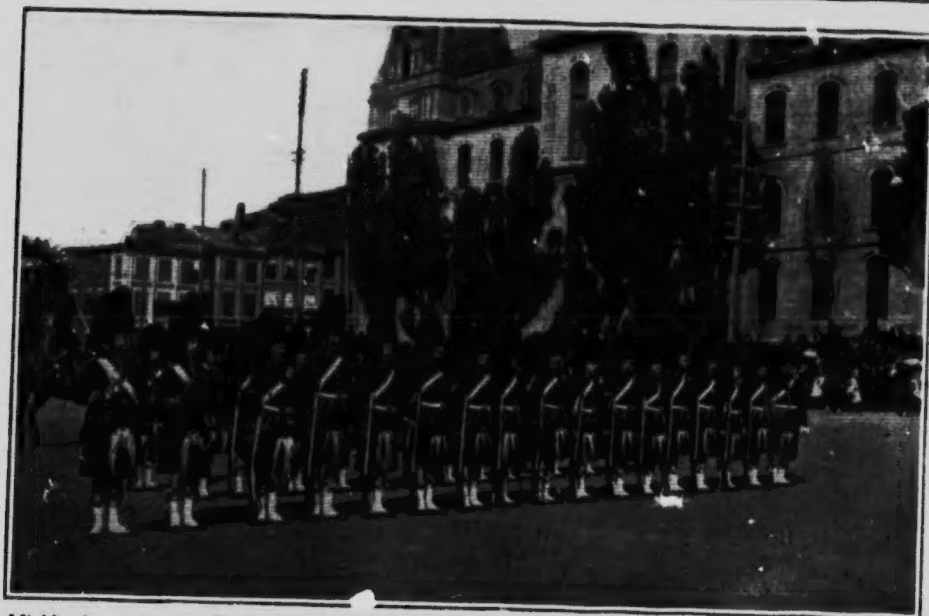
MONTREAL

ATTRACTIVE FEATURES
OF THIS FAMOUS CITY

THERE is a peculiar charm about the famous old City of Montreal that tourists find very difficult to explain. It is not like any other city, but a happy combination of New York, Paris and St. Petersburg, with a dash of New Orleans added to give spice and flavor. It has a beauty of situation and a variety of scenery that few cities of the world can claim to possess. Montreal enjoys the singular distinction of being an ocean port, and a great ocean port although situated nearly a thousand miles inland from the Atlantic Ocean. The city is 250 miles above salt water and 315 miles nearer to Liverpool than is the City of New York. Not only is Montreal the great importing and exporting point of the Dominion of Canada but may also be described as the national seaport for much of the Western part of the United States. The distance by water from Chicago being 158 miles less than to New York. Montreal's trade with foreign countries has grown rapidly of late years, the short route to Europe via the St. Lawrence River meeting with universal commendation of shipper and passenger alike. The splendid Atlantic Steamship Service of the Canadian Pacific Railway is also yearly growing more popular with tourists.



Montreal's Busy Water Front.



Highlanders on the Champ de Mars, a Historical Parade Square, used by French, Continental and British Troops

The city is beautifully situated on an island in the St. Lawrence River just below its confluence with the Ottawa, and stretches along the north bank of that magnificent waterway for seven miles. It is built on a series of terraces, the former levels of the river, or of an ancient lake, which terminate in Mount Royal, whose summit and wooded slopes form one of the grandest public pleasure grounds on the continent.

It is a city of marked contrasts—where the picturesque quaintness of a vanished age is mingled with the luxury, culture and enterprise of modern times; where the customs and usages of old France and modern America, characteristic of the old city and new eras of civilization, harmoniously co-exist; where massive business blocks, costly public buildings, and private residences, rise side by side with grey old churches, sombre convents and nunneries, and grand cathedrals, whose magnificence and splendour rival those of the Old World. Here converge the principal railways of Canada, chief of which is the Canadian Pacific, which stretches across Canada from the Atlantic to the Pacific and is the longest continuous railway line in the world.

The development and progress of this city has been continuous and rapid, until it now possesses, with its suburbs, a population of over 400,000, two-thirds of whom are French Canadians, and boasts a wealth equalled by no other city of its size in the world.

Its Remarkable History

The early history of Canada and the United States is indelibly blended at Montreal—for here dwelt the intrepid La Salle (the Mississippi explorer), Du L'Hut (the founder of Duluth), Cadillac (the founder of Detroit), Bienville (the founder of New Orleans), and other adventurous spirits, whose names are still revered by posterity. Ville-Marie was, too, the headquarters of the great French fur trading and exploring companies, whose operations throughout the great West, extended to the foot-hills of the Rocky Mountains and the far-off shores of Hudson Bay. It remained under the rule of France until 1760, when Vaudreuil capitulated to General Amherst and the ancient regime came to an end. Three years later, by the treaty of Paris, France ceded Canada to Great Britain, and the French Canadians became British subjects. The town was occupied for a time, in 1775, by the Americans, under General Montgomery, who afterwards was slain in a gallant but unsuccessful assault upon Quebec; and here in the old Chateau de Ramezay, the home of the old Governors, lived Benjamin Franklin, Samuel Chase and Rev. Charles Carroll, the American Commissioners who came to negotiate the cession of the country to the United States.

In the year 1535, Jacques Cartier came up the St. Lawrence River to where the city now stands, and found a large well-fortified Indian town called Hochelaga. Later on, in 1611, Champlain established a trading post and called it Place Royale; a tablet in front of the Custom House now marks the spot. It was not, however, till 1642 that Paul de Chomedy, Sieur de Maisonneuve, landed on the island and laid the lasting foundation of the city. For almost a century and a quarter Canada remained a French colony, and not till the Treaty of Paris, did Montreal become a British city. Since then, French and English, have lived together, happily and prosperously, side by side, each in the enjoyment of his own language and religion, both working strenuously for the development of Montreal as a city, which will be second to none upon the continent.



The Mountain Railway



The Historical Chateau de Ramezay

Is now a museum containing many interesting relics. Two tablets on its walls set forth its history in the following terms: "Built about 1705 by Claude de Ramezay, governor of Montreal, 1703. Headquarters of La Compagnie des Indes, 1745. Official residence of the British governors after the cession. Headquarters of the American army, 1775; of the Special Council, 1837." "In 1775 this chateau was the headquarters of the American Brigadier-General Wooster, and here, in 1776, under General Benedict Arnold, the Commissioners of Congress—Benjamin Franklin, Samuel Chase, and Charles Carroll of Carrollton—held council." Here Franklin set up his printing press and printed "The Gazette," which still continues as a Montreal daily paper. In the council room Lord Elgin signed the Rebellion Losses Bill, after the rebellion of 1837. So distasteful to the people was this measure, that his lordship was pelted with stones and rotten eggs. The riots consequent upon the passing of this bill led to the removal of the seat of government to the beautiful city of Ottawa.



Place D'Armes Square

In the centre stands the bronze statue of de Maisonneuve, above a granite pedestal on which is inscribed: "Paul de Chomedey de Maisonneuve, founder of Montreal, 1642." Four full-sized figures stand at the corners: an Indian of the Iroquois tribe, a soldier, LeMoyne; a colonist, Closse, with his dog, and Jeanne Mance, tying up a child's wounded hand. The statue, by Hebert, a Canadian, is one of the finest pieces of sculpture on the continent. Notre-Dame Church and the Seminary of St. Sulpice stand on the south side, while on the opposite side of the square is the Imperial Insurance building, on the wall of which are two tablets bearing the following inscriptions: "Near this square, afterwards named La Place d'Armes, the founders of Ville-Marie first encountered the Iroquois, whom they defeated, Chomedey de Maisonneuve killing the chief with his own hand, 30th March, 1644." "This building is erected on part of the original concession made to Urbain Tessier named Lavigne, this being the second lot granted to an individual on the island of Montreal." To the west is the Bank of Montreal, the oldest bank in Canada, organized in 1817. It is a fine specimen of Corinthian architecture. On the wall is the tablet: "The stone fortifications of Ville-Marie extended from Dalhousie Square through this site to McGill street, thence south to Commissioners street, and along the latter to the before-mentioned square. Begun 1721 by Chaussegros de Lery, and demolished 1817." To the west of the bank is the massive building of the General Post Office. In this square the French laid down their arms to the British, under General Amherst, in 1760.

Commercial Activity

Montreal—the commercial capital of Canada—owes its industrial pre-eminence to its position at the head of ocean navigation and at the foot of the great river, lake and canal navigation extending to the growing West. The canals, which have their outlet at Montreal, offer a continuous waterway from the Straits of Belle Isle to Fort William at the head of Lake Superior, a distance of 2,260 miles. It is one of the sights of the world to see a great Canadian Pacific liner of 12,000 tons draw up alongside one of the massive wharves of the harbour-front, 986 miles from the open ocean. Not alone by its width and by the volume of water it carries, but by its navigability for nearly 1,000 miles is the St. Lawrence the most remarkable river on the globe. The harbor-front has long been the admiration of visitors. Charles Dickens who visited the city in 1843, records in "American Notes" his admiration of "the granite quays, remarkable for their beauty, solidity and extent." Mr. W. D. Howells, the American novelist, in more modern times, has described them as equalled in impressiveness by those of Liverpool alone. Some idea of its trade as a port may be obtained from the fact that last year 833 ocean-going vessels entered the harbor during the seven months in which the river was open, with a total tonnage of 1,940,056 tons. No less than 11,086 inland vessels arrived in the port in the same year with a tonnage of 2,781,191 tons. The city is the chief manufacturing centre in Canada, and its environs are being covered with new factories and workshops, the abundance of French labor giving it an advantage over other cities as an industrial centre.

In connection with the large ocean traffic from Montreal the following tablet, found on Notre Dame street, records this interesting fact: "1829-1833. The Pioneer of Steam Navigation. On this site, stood Bennet & Henderson's foundry, in which were erected the two engines designed and placed by John Bennet on the 'Royal William,' the first vessel to cross the Atlantic or any ocean entirely propelled by steam."

The first Young Men's Christian Association in America was started in Montreal.

The first through eastbound transcontinental train in America arrived in Montreal, July 12th, 1886, "Sharp on time." This marked the beginning of the magnificent service of the Canadian Pacific Railway.

The first Hunt Club in America was formed here and reflects credit upon the founders.

The exports from the port of Montreal for the year 1907 amounted to \$85,435,534; and the value of the imports \$108,386,970.

Beautiful Parks

Montreal has many pleasure-grounds, and its parks and squares are laid out with good taste. There are three large public parks—Mount Royal, St. Helen's Island and Parc Lafontaine.

Mount Royal is an ideal crown for a city. From the summit may be had a most enchanting panoramic view of the valleys of the St. Lawrence and Ottawa rivers and of the island itself. The mountain elevator from Park avenue reached by street cars, gives an easy means of ascent, while footpaths lead up its sloping sides. Unquestionably the finest view is obtained from the "Look-out."

Mount Royal is of volcanic origin. The crater of Mount Royal is on the top of the hill, and there is a prophecy that one day it will become active and bury Montreal in its ashes. From the Observatory can be seen, to the west, the Lake of the Two Mountains, with the various branches of the Ottawa by which it pours its waters into the St. Lawrence, and beyond that the Laurentian mountains, the oldest hills known to geology.

Mount Royal is about nine hundred feet above the sea, and seven hundred and forty feet above the river. The portion set apart as a park contains four hundred and sixty-four acres.

On the opposite side of the mountain from the city are the cemeteries.

Alongside of the Protestant cemetery to the south, on another face of the mountain-slope, lies the Roman Catholic cemetery. It can be reached from the top of the mountain, but the chief entrance is on the Cote-des-Neiges road, which is a continuation of Guy street over the mountain. Here stands the Patriots' Monument to commemorate those who fell in the rebellion of 1837.



St. Louis Square, Montreal

The park on the island of St. Helen, containing 128 acres, was granted by the Government to the city in 1874. The island is about a mile from the city, and is reached in summer by a steam ferry. It was named by Champlain after his wife, Helene de Bouilli, and bought by him with her dowry. Under the early British regime the island was made a garrison. A portion is still reserved for military purposes. The old fort is extremely well preserved, as is also an ancient wooden block-house situated on the crown of the hill. It was upon St. Helen's Island that Chevalier de Levis, commanding the last French army in Canada, burned his flags (Sept. 8, 1760), rather than surrender them to General Amherst, who took the city.

Lafontaine Park, containing $84\frac{1}{2}$ acres, lies at the east end of Sherbrooke street.

Remarkable Churches

There is no city in America which has a greater number of institutions of an ecclesiastical and charitable character. Chief among these is the Church of Notre Dame, situated on Notre Dame street, facing Place d'Armes Square, and is a massive and impressive structure. The style is of a composite Gothic order, combining different varieties of a severe French design. The vast auditorium holds twelve thousand people. The organ is reputed to be the finest on the continent.

The towers are 228 ft. high. In the western tower, from the top of which a view is obtained, is hung the great bell, Le Gros Bourdon, the largest in America, weighing 24,780 pounds. The bell was cast in London, in 1846. In the eastern tower are ten bells, which require eighteen men to ring them.

The Seminary adjoins the church, and here since 1710 have been kept all the registers—baptismal and others—of the city. Here also is found a vast wealth of historic treasure. The building, including the old stone wall on the Notre Dame street side, has seen practically no change since erected, nearly two hundred years ago. The fleur-de-lys, the quaint old-time clock, and its little bells which tinkle off the quarters and hours are all relics of old French occupation.

St. James Cathedral (Roman Catholic) is situated on Dorchester street, at the eastern side of Dominion Square. Designed to exceed in size and magnificence all other ecclesiastical buildings on this continent, it is built on the model and is one-third the size of St. Peter's at Rome. The foundations were commenced in 1870, and the structure completed thirty years later.

It is built in the form of a cross, 330 feet long and 222 wide. The dome is the great feature of the building, and is seen from all parts of the city. It is 70 feet in diameter at its base, and the summit is 210 feet from the floor of the church. The exterior height of the dome to the top of the cross is 250 feet.

The palace of the Roman Catholic Archbishop of Montreal adjoins the cathedral to the south.

The Church of Notre Dame de Bonsecours, situated on St. Paul street, at the east end of Bonsecours Market, is historically, perhaps, the most important of Montreal's churches. It was named Bonsecours to commemorate the many escapes of the colony from destruction by the Iroquois Indians. It was the first stone church in Montreal. The foundations were laid about 1657, by the celebrated Sister Bourgeois.

The Church of the Gesu, on Bleury street, is a favorite resort for visitors on account of the beauty of its frescoes, and the exquisite music of its choral services.

Christ Church Cathedral (Anglican) is situated on St. Catherine street. It is, architecturally, the finest church edifice in the city, and is an excellent specimen of the decorated Gothic style. It was built in 1859, under the regime of Bishop Fulford, a marble bust of whom stands in the left transept, and to whose memory there is erected in the churchyard a fine monument similar to the Martyr's Memorial in Oxford. The spire, built entirely of stone, the only one of the kind in Canada, is 211 feet high.

The Presbyterians have about twenty churches in Montreal, some of them handsome structures.

St. James Methodist Church, on St. Catherine street, is one of the largest Protestant churches in the city.



St. James' Cathedral, on Dominion Square

Hotels

Montreal has a number of good hotels including the Place Viger Hotel—designed by Mr. Bruce Price and erected by the Canadian Pacific Railway Company—one of the chain of magnificent hotels, now extending from Quebec to Victoria, B.C., including, amongst others, those charming resorts in the mountains of British Columbia—Banff, Lake Louise, Field, Emerald Lake, and Glacier. This imposing structure occupies an historic site and was named to honor the memory of Commander Viger, the first Mayor of Montreal.

The Place Viger Hotel is built in the quaint style of the French Renaissance, partaking of the type of the old chateaux found on the banks of the Loire. The general outline and effect of the five story building is one of great solidity, combined with gracefulness. It is constructed of grey limestone and Scotch buff firebrick, crowned by a massive tower rising from a graceful sweep into a great circle, and with its many turrets and gables, forms a striking picture. The total length of the building is 300 feet with a depth of 66 feet. The main facade has a magnificent arcade of twenty-one arches, which abuts upon the two projecting gables, with broad granolithic steps leading up to it from the street, and facing Place Viger, the balcony affording a delightful resort for guests. The main staircase is of Carrara marble and the general effect of the artistic decorations symbolizes the national character of the structure. The dining



The Place Viger Hotel



Viger Square and Place Viger Hotel

room is spacious, bright, cheerful and handsome; the cuisine of that high standard maintained by the Canadian Pacific in its painstaking service. The drawing room and parlors from which the balcony, a grand summer promenade, stretching almost the entire length of the building, is reached, are elaborately and richly furnished, and the sleeping apartments, from whose windows unobstructed views of the surroundings can be obtained, are large, well-ventilated and solidly appointed—the rooms being single, or *en suite*, as may be desired.

The Place Viger Hotel is advantageously situated for those reaching the city by train or boat, being a short distance from the principal steamer docks, and convenient also to the Place Viger passenger station of the Canadian Pacific Railway (from which all trains leave for and arrive from Quebec and resorts in the Laurentians, and certain trains for and from Ottawa), and although located amidst historical, quiet and restful surroundings, is only a few minutes' walk from the business portion of the city, and convenient to the city's street car system.

The Place Viger Hotel is operated on the American plan. Special arrangements can be made for large parties or prolonged visits.



The famous McGill University

An Educational Centre

The fame of the educational institutions of Montreal has spread beyond the confines of this continent and this city's many magnificent buildings for the education of the young always surprises every visitor with the great extent and importance of this work.

The high standard of McGill University is attested by the prominent positions held by hundreds of ex-students of this splendid seat of learning.

Royal Victoria College is a famous school for women.

At the entrance of this women's college there is a statue of the late Queen Victoria by the Princess Louise. Redpath Museum and Redpath Library are allied to McGill.

The Peel Street High School is next in importance. Eleven hundred and fifty students attend here daily. They begin with the kindergarten course and matriculate for the University. This school can probably count as its former pupils more prominent Canadian public men than any school in Canada.

Then there is the Aberdeen School for boys with an average daily attendance of seven hundred and fifty.

The College of Montreal is also a French-Catholic institution occupying the historic site of the old "Fort de la Montagne." Two of the old towers still stand on the college ground. One of these old towers bears the following inscription:

"Here rest the mortal remains of Francois Therenhiange, Huron, by his piety and probity, the example of the Christian and the admiration of the unbeliever. He died, aged about one hundred years, the 21st April, 1690."

A tablet on the other tower commemorates the work of a nun who taught the natives.

St. Mary's College for boys is conducted by the Jesuits, as is also Loyola College, on Drummond street.



Laval University, Montreal

Laval University is the leading Catholic college. Here the French Canadians study law, theology, medicine and arts.

Among other great Roman Catholic seats of learning are the Jacques Cartier Normal School, the Convents of the Sisters of the Congregation and the Sisters of the Holy Name of Jesus, which have among their pupils the daughters of many eminent Roman Catholic families of Canada and the United States.

Montreal's Magnificent Environments

There is no other large city in America, where a quarter or a half-hour's journey will traverse so many scenes of varied natural beauty or places of historic interest, or a few hours' railway trip will take one to more picturesque solitudes of mountain, lake and stream.



On the St. Lawrence River.

The famous Lachine Rapids are at the city's doors, and to run them is a pleasant experience which few visitors to the city miss; Caughnawaga, an Indian village where dwell the remnant of a once powerful tribe, is near Lake St. Louis, on which have taken place some of America's greatest aquatic contests, and the Lake of Two Mountains, where the opportunities for yachting and boating are unsurpassed. At the foot of this lake is Ste. Anne de Bellevue, where Tom Moore was inspired by the wealth of its beauty to write the immortal "Canadian Boat Song."

North of Montreal are the Laurentian Mountains, a charming holiday region of high mountains, pleasant valleys and a vast number of lakes and streams which are noted for their abundance of speckled trout.

Shawbridge, 42 miles from Montreal, is the first station in the mountain region. St. Adele, St. Margaret and Val Morin all have many attractions to offer to the holiday seeker or fisherman.

Around Ste. Agathe des Monts, a beautiful town on Lac des Sables, within a distance of 8 miles are no fewer than 33 lakes.



One of the Beautiful Laurentian Lakes.

St. Faustin is a noted fishing centre with hotel accommodation.

Mt. Tremblant station is near Lac Tremblant, the largest lake in this district and towering far above the lake is the famous Mont Tremblant, a charming district for a vacation.

Labelle is a sportsman's centre where good guides may be obtained and a delightful holiday enjoyed.

Nomining is the terminus of the Laurentian Branch of the Canadian Pacific Railway. Within a radius of five miles from this town over thirty lakes may be visited, the largest of which is the Brand Lac. Nomining is thirty-three miles in circumference. In addition to the trout fishing to be had in this district there is also unlimited shooting during the fall months. The game consists of deer, grouse, duck, rabbit and an occasional bear.

Both banks of the Ottawa River are paralleled by the Canadian Pacific to the City of Ottawa, the capital of the Dominion—the line on the western or Ontario bank leading past Caledonia Springs Hotel of the Canadian Pacific Hotel System, a health resort the fame of whose waters attracts visitors from all parts of America, and that on the eastern or Quebec side past towns near which large and small game are abundant and fishing waters plentiful. Another branch runs through the Eastern Townships with their rich farms and pleasant lakes and rugged tree-clad hills—ideal resting places during the heated term; and from Montreal one has means of communication with all parts of America.



Windsor Station, Montreal, and Office of the Canadian Pacific Railway.



The Famous Chateau Frontenac, Quebec, in the most picturesque City in America

Historic Quebec

A Unique Combination of Ancient France
and Modern America

Quebec is like a transplanted city—a French town of olden times set down in American surroundings, in which the chief characteristics of mediæval Europe and modern America are deftly and delightfully interwoven—and around it are clustered a host of legendary memories. Perched on a high promontory at the confluence of the St. Lawrence and St. Charles Rivers its situation is unique and magnificent. On the highest point is the famed citadel, which has given to this city the name of the "American Gibraltar," and everywhere around are battlements, fortresses, castles, monasteries, convents, and feudal gates and towering walls.

Here it was that the early discoverers of the northern part of America first landed, and here European civilization was first planted. Here lived those illustrious and adventurous explorers, whose exploits shed lustre on Old France, and from here, at one time, the whole country, from the great lakes to the Gulf of Mexico, was governed. Here the French made their last fight for dominion in this western world—on the plains of Abraham, where Wolfe and Montcalm heroically fell. But, for nearly a century and a half, peace has prevailed between the two great nations, and while still redolent of the martial and religious fervour, with which it was characterized from its very birth, Quebec has gradually evolved itself from a military stronghold into a bustling, commercial centre, and an ideal resort for pleasure and health seekers.

But interesting and beautiful as Quebec may be, with its quaint buildings and historical treasures, the drives and excursions about the city are no less attractive. Amongst them are those of the falls of Montmorenci, 100 feet higher than those of Niagara, and the Chaudiere Falls, second only to the great Cataract; Ste. Ann de Beaupre, for two centuries and a half the Mecca of thousands of devout pilgrims seeking restoration of health at the sacred shrine, where a magnificent edifice, raised to the dignity of a Basilica by Pope Pius IX., has been erected, and which is reached by a short electric railway trip; Beauport, bombarded by Wolfe in 1759; Iorette, an Indian village where the remnant of the once powerful

tribe of Hurons is located; Levis, across the St. Lawrence, where there are large military forts and engineers' camps; and many picturesque villages which dot the landscape and where the curious primitive customs of the early French settlers still prevail.

To meet the requirements of tourist travel, there is at the base of the citadel a magnificent fire-proof hotel, the Chateau Frontenac, a stately seven-storey structure, built after the style of the French chateaux of the sixteenth century, but embracing twentieth century ideas of spaciousness, convenience and elegance. Over one million dollars have given the world this marvel of architecture. Crowning the cliff, on which the famed Dufferin Terrace stretches its great length—the longest promenade known, for it now extends past the citadel to the Cove Fields—hundreds of feet above the St. Lawrence and the Lower Town, the perspective of the city, stream and landscape, seen from the windows of this unique hotel is magnificent—a scene of both historic and majestic grandeur—a view of mountain, valley, river and island, from an elevation such as no other city boasts. The Chateau itself, harmonizing as it does with its picturesque surroundings, impresses the beholder, as having always been part and parcel of the granite cliff on which it stands.

Quebec is best reached via Montreal. Tourists from New York, reach Montreal by the New York Central and Rutland Roads, and those from the New England States by the Boston and Maine and C.P.R. It is four and a half hours' run from Montreal to Quebec, by the Canadian Pacific Railway, through the old French settlements, along the north bank of the St. Lawrence, or during navigation, steamer can be taken down the St. Lawrence, and the return trip made by rail.



A Caleche and a Martello Tower, Quebec

OTTAWA

THE CAPITAL CITY OF CANADA



Parliament Buildings, Ottawa

OTTAWA is reached from Montreal by the Canadian Pacific Railway, whose lines parallel both banks of the Ottawa River, the run being made in three hours by the Short Line Express.

Ottawa, it is claimed, is the most picturesque capital in the world, often described as the Washington of the north. It is a progressive business and manufacturing centre of about 70,000 population and growing rapidly. The city's site for grandeur is second only to that of Quebec, being located on the Ottawa river, the third greatest stream in all Canada.

It is the national buildings, however, which are the principal object of interest to strangers. They stand out boldly on Parliament Hill, rising 100 feet or more from the Ottawa River, in all the beauty of seemingly varied architecture. The octagonal library in the rear of the Houses of Parliament—much like the chapter house of a cathedral—is one of the most complete in the world, and contains about 300,000 volumes, some of which are exceedingly rare. These buildings, with the Eastern and Western Departmental Blocks, which flank the square fronting the main structure, were erected at a cost of about \$5,000,000. Their construction was commenced in 1859, and a year later, the corner stone was laid by his Majesty King Edward VII., who was then Prince of Wales. Ottawa is a most interesting city to visit.

TROLLEY RIDES AROUND MONTREAL

The Street Railway System of Montreal is as efficient as any on the continent. The equipment and service always call forth praise from visitors. Lines traverse the Island of Montreal in every direction, and take in all the points of interest. Some of the favorite trips are:—

ROUND THE MOUNTAIN (Via Special Observation Cars). Cars run every afternoon and evening, Sundays and Holidays, weather permitting, passing the corner of Peel and St. Catherine streets on the hour, and will stop at other points when signalled.

FARE: Round trip, 25 cents.

TIME OCCUPIED IN MAKING TRIP: 1 hour.

LACHINE AND LAKE ST. LOUIS, running through and stopping at Montreal West, Rockfield, and Dominion Station, and connecting with steamers shooting the Rapids. Notre Dame street cars.

FARES: Cash Fare (one way) 15 cents and one City Fare; return 30 cents and one City Fare.

TIME OCCUPIED IN MAKING TRIP: One way, 50 minutes; round trip, 1 hour and 40 minutes.

SAULT-AU-RECOLLET, running through and stopping at Youville and Ahuntsic. Take St. Denis cars going north for above connection.

FARES: Cash Fare (one way) 15 cents and return 30 cents.

TIME OCCUPIED IN MAKING TRIP: One way, 30 minutes; round trip, 1 hour.

ST. LAURENT AND CARTIERVILLE. Running through and stopping at Montreal Jockey Club new Race Course (Blue Bonnets) and St. Laurent. Take St. Catherine or Windsor & St. Lawrence cars going west. FARE: Cash Fare (one way) 15 cents; return 30 cents.

TIME OCCUPIED IN MAKING TRIP: One way, 40 minutes; round trip, 1 hour and 20 minutes.

MOUNTAIN BELT LINE. Passing through Westmount, Notre Dame de Grace, Cote des Neiges, Outrement, and Montreal Annex.

Cars in making the circuit of the Mountain run east and west on St. Catherine St.

FARE: Round the Mountain, 10 cents; round trip, 10 cents and one City Fare.

TIME OCCUPIED IN MAKING TRIP: 1 hour.

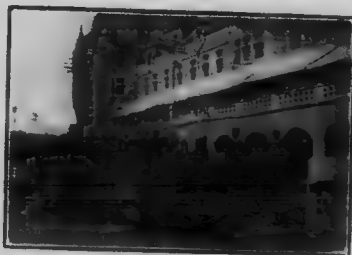
BOUT DE L'ILE. Running through and stopping at Longue Pointe, Tetraultville, and Pointe Aux Trembles.

FARE: Cash Fare (one way) 20 cents; return, 35 cents.

TIME OCCUPIED IN MAKING TRIP: One way, 1 hour.

Cars may be chartered for an hour or more, as required, at a very reasonable cost. We especially recommend this method to societies and clubs desiring to afford their members and friends a pleasant day's outing.

For further particulars write, or telephone the Superintendent of Transportation, Main 4271, THE MONTREAL STREET RAILWAY COMPANY.



Observation Car, Montreal.



OFFICIAL BADGE FOR GUIDES

THE CITY OF MONTREAL CAB TARIFF

Cabs can be had by telephone at any of the different cab stands, by asking for guides, drivers who are members of The Montreal Hackmen's Union. Headquarters, Telephone Up. 1207.

ONE HORSE VEHICLES

By the Drive

Time allowed, Fifteen Minutes.

For one or two persons.....	\$0.25
For three or four persons.....	.50

Time allowed, Thirty Minutes.

For one or two persons.....	\$0.50
For three or four persons.....	.75

Time allowed, Three quarters of an hour.

For one or two persons.....	\$0.75
For three or four persons.....	1.00

By Time.

For the first hour.

For one or two persons.....	\$1.00
For three or four persons.....	1.25

For every subsequent hour.

For one or two persons.....	\$0.75
For three or four persons.....	1.00

3 Hours

Takes you to the summit of Mount Royal, to the Churches, past the finest residences, McGill University grounds and Sherbrooke Street.

\$3

Pays the Hack seating comfortably four persons.

Any portion of extension of this drive, and all drives extending beyond the city limits, will be charged for at the rate of one dollar per hour.

BAGGAGE

For each trunk carried in any such vehicle, 25c. No charge shall be made for travelling bags, valises, boxes or parcels which passengers can carry by the hand.

a. Fractions of hours for any drive exceeding one hour shall be charged at pro rata rates as above established for drives by the hour.

b. For drives between midnight and four o'clock in the morning fifty per cent. shall be added to the tariff rates above established.

c. The tariff by time shall apply to drives extending beyond the city limits provided the engagement be n the said limits.

d. Children under five years of age and sitting on their parent's or guardian's lap will be admitted free of charge, and shall not be held as being included in the word "persons" in the said tariff.

e. The word "drive" wherever it occurs in the said tariff, shall be held to admit stoppages within the time fixed for said drives.

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